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References

TCR SR 99

Local Jurisdictions – MPOs:

Council of Fresno County Governments (COFCG)
2100 Tulare St, Suite 619
Fresno, CA 93721
(559) 233-4148

Tulare County Assoc. of Governments (TCAG)
Resource Management Agency
5961 S Mooney Blvd
Visalia, CA 93227
(559) 733-6291

Kern Council of Governments (Kern COG)
1401 19th St, Suite 300
Bakersfield, CA 93301
(661) 861-2191

Madera County Transportation Commission (MCTC)
1816 Howard Rd, Suite 8
Madera, CA 93637
(559) 675-0721

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:

Severe non-attainment for ozone and serious for PM10. Contact the Air District for more information.

Transit Services:

For inquiries on transit services, please contact the respective MPO (listed above) for more information or refer to the Transit Services sheet in the Appendix for an overview of various transit services.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information - All Segments:

Traffic Congestion Relief Program, 2000
State Transportation Improvement Program (STIP), 1998, 2000, 2002
State Highway Operations and Protection Program (SHOPP), 1998, 2000, 2002

Interregional Improvement Track-Interregional Road System Plan (ITSP), 1998, 2000
Caltrans District 6 Bicycle Survey, 2003
Office of System Planning (559) 444-2500

Sources of Information - By County:

Kern County:

Kern County General Plan, 1998
Kern County Regional Transportation Plan, 1998
Intelligent Transportation System Early Deployment Plan (Kern Region), 1997

Tulare County:

Tulare County General Plan, 2000
TCAG Regional Transportation Plan, 2001

Madera County:

Madera County General Plan, 1995
Madera County Regional Transportation Plan, 2001

Fresno County:

Fresno County General Plan, 2000
Fresno County Regional Transportation Plan, 2001

SR 99 - Intelligent Transportation Systems (ITS)*
Traffic Monitoring Stations/Ramp Metering Locations
Closed Circuit Television Locations (CCTV)/Changeable Message
Sign (CMS) Locations

Traffic Monitoring Stations

*Existing and Proposed
Status November 2003*

Existing

Segment	County	Route	PM	Location
1 KERN PM 10.7 - 10.8 KP 10.0 - 17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	KERN	99	7.28 8.30	S of Sandrini Rd N of Sandrini Rd
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	22.22 23.12 24.09 24.16	N of Wilson Rd Belle Terrace S of Palm Ave N of Palm Ave
6 KERN PM 24.6 - 25.7 KP 39.6 - 41.4 CALIFORNIA AVE UC to W JCT RTE 99/58 SEP RTE 178	KERN	99	25.23	N of Truxton Ave
8 KERN PM 27.0 - R29.9 KP 43.5 - 48.1 RTE 204/99 SEP to RTE 65/99 SEP	KERN	99	27.89 29.34 29.88	S of Olive Dr N of Snow Rd At RTE 65
11 KERN PM 32.1 - 44.3 KP 51.7 - 71.3 0.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	KERN	99	49.29	S of Sherwood Ave OC
13 KERN PM 49.4 - 57.6 KP 79.5 - 92.7 0.1 MI (0.16) KM N of SHERWOOD AVE to TULARE COUNTY LINE	KERN	99	49.67 49.93 50.43 51.36 52.42 53.64	N of Kern Ave OC S of Perkins Ave OC 100 Ft N of Elmo OC 5,000 Ft N of Elmo OC 150 Ft S of Pond Rd OC 6,300 Ft N of Pond Rd OC
14 TULARE PM 0.0 - 25.0 KP 0.0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S of TULARE AIRPORT OC	TULARE	99	5.41 11.26 13.55	S of Ave 48 At Alila Ave N of Pixley

***NOTE:** The 511 system is a new three-digit phone number program to access travel information that is currently being implemented throughout various areas of the country. Caltrans' Reverse Commute Study/Special Studies Branch is working with Traffic Operations and Caltrans' Districts to develop a "California 511 Strategic Deployment Plan for Rural and Inter-Regional Traveler Information System" to meet the traveler's highway and transit information needs. When fully implemented, 511 will be an easy to remember telephone number.

Traffic Monitoring Stations

Existing (continued)

Segment	County	Route	PM	Location
18 TULARE PM 41.2 - 48.1 KP 66.3 - 77.4 N GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	TULARE	99	42.31	2,500 Ft N of N Goshen OC
19 TULARE PM 48.1 - R53.9 KP 77.4 - 86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO CO LINE	TULARE	99	48.64 50.31 50.32 51.81	100 Ft S of Dodge Ave OC 7,500 Ft S of Dodge Ave OC At Ave 376 S of Ave 384
27 FRESNO PM 19.3 - 22.1 KP 31.1 - 35.6 N JCT RTE 41/99 SEP to JCT RTE 180 S	FRESNO	99	20.46 21.01 21.60 21.92	At Kern St OC At Stanislaus St NB Offramp EB 180 SB Offramp EB 180
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180 S to OLIVE AVE OC	FRESNO	99	22.74	At Belmont Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.90	At McKinley Ave OC
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	26.96	N of Ashlan Ave
31 MADERA PM 0.0 - 9.0 KP 0 - 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	MADERA	99	2.23 7.46	At Ave 8 At Ave 12
36 MADERA PM 22.7 - 29.4 KP 36.5 - 47.3 JCT SR 152 W to MERCED CO LINE	MADERA	99	27.47 27.49 28.14 28.37 28.87	S of LeGrand Ave OC S of LeGrand Ave OC Just S of LeGrand Ave OC Just N of LeGrand Ave OC S of LeGrand Ave OC

Traffic Monitoring Stations

Proposed

Segment	County	Route	PM	Location
1 KERN PM 10.7 - 10.8 KP 0.0 - 17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	KERN	99	2.52	At RTE 166
2 KERN PM 10.8 - 17.0 KP 17.4 - 27.4 0.1 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	KERN	99	13.41	At RTE 223
3 KERN PM 17.0 - 19.5 KP 27.4 - 31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LN OC	KERN	99	17.50 18.50	At RTE 119 Hosking Ave
4 KERN PM 19.5 - 22.0 KP 31.4 - 35.4 PANAMA LN OC to WIBLE RD	KERN	99	19.54 21.08	Panama Ln White Ln
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	22.75 23.31 24.60	Ming Ave At RTE 58 East Calif Ave
6 KERN PM 24.6 - 25.7 KP 39.6 - 41.4 CALIFORNIA AVE UC to W JCT RTE 99/58 SEP RTE 178	KERN	99	25.62	At RTE 58 (Rosedale Hwy)
7 KERN PM 25.7 - 27.0 KP 41.4 - 43.5 W JCT RTE 99/58 SEP RTE 178 to RTE 204/99 SEP	KERN	99	26.10	Gilmore Ave
8 KERN PM 27.0 - R29.9 KP 43.5 - 48.1 RTE 204/99 SEP to RTE 65/99 SEP	KERN	99	27.24	At RTE 204
9 KERN PM R29.9 - R30.6 KP 48.1 - 49.2 RTE 65/99 SEP to 7th STANDARD RD OC	KERN	99	30.53	7th Standard Rd
11 KERN PM 32.1 - 44.3 KP 51.7 - 71.3 0.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	KERN	99	44.3	At RTE 65

Traffic Monitoring Stations

Proposed (continued)

Segment	County	Route	PM	Location
13 KERN PM 49.4 - 57.6 KP 79.5 - 92.7 Mi (0.16 KM) N of SHERWOOD AVE to TULARE CO LINE	KERN	99	55.52 56.54	At RTE 155 Cecil Ave OC
14 TULARE PM 0.0 - 25.0 KP 0.0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	TULARE	99	19.56 3.05 7.16 12.29 18.39	Ave 152 OC Ave 56 OC (Earlimart) Ave 96 (Pixley) At RTE 190 Ave 24 OC (Delano)
15 TULARE PM 25.0 - 33.3 KP 40.2 - 53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	TULARE	99	29.10 25.88 27.71 28.60 29.56 30.79	S of RTE 137 K St Paige Ave Bardsley At RTE 137 Prosperity Ave
16 TULARE PM 33.3 - 37.0 KP 53.1 - 59.5 0.1 MI (0.16 KM) N OF RTE 99 BUS OC to 0.6 MI (0.58 KM) N OF AVE 280	TULARE	99	36.64	At Ave 280
17 TULARE PM 37.0 - 41.2 KP 59.5 - 66.3 0.6 MI (0.58 KM) N OF AVE 280 to N GOSHEN OH	TULARE	99	40.28 38.71 40.90	S of Ave 304 At RTE 198 At Ave 308
18 TULARE PM 41.2 - 48.1 KP 66.3 - 77.4 N.GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	TULARE	99	42.32	N of RTE 198
19 TULARE PM 48.1 - R53.9 KP 77.4 - 86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO CO LINE	TULARE	99	51.81	100 Ft S of Avenue 384
20 FRESNO PM R0.0-6.4 KP 0-10.3 FRESNO CO LINE to RTE 99/43 SEP	FRESNO	99	0.19 0.95 1.19 5.14 6.40	Mendocino At RTE 201 Conejo Ave Second St At RTE 43
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC to S. JCT RTE 99/41 SEP	FRESNO	99	16.92 17.65 18.34 15.86	Cedar Ave Orange Ave OC Jensen Ave At Central Ave

Traffic Monitoring Stations

Proposed (continued)

Segment	County	Route	PM	Location
26 FRESNO PM 18.5 - 19.3 KP 29.8 - 31.1 S JCT RTE 99/41 SEP to N JCT RTE 41/99 SEP	FRESNO	99	19.20 19.51 19.90	California Ave At RTE 41 Church Ave
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180 S to OLIVE AVE OC	FRESNO	99	22.40 23.16	Pacific Ave OC Olive Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	24.26 25.06 25.81	Clinton Ave At Shield Ave At Dakota Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	28.06 30.86	At Shaw Ave Herndon Ave
31 MADERA PM 0.0 - 9.0 KP 0.0 - 14.5 MADERA CO LINE to 0.3 Mi (0.48 KM) N OF AVE 13	MADERA	99	0.25 2.75 6.15	San Joaquin River Bridge Ave 9 Ave 11
33 MADERA PM 10.3 - R14.5 KP 16.6 - 23.3 RTE 145/99 SEP to 0.3 MI (0.48 KM) N OF AVE 17	MADERA	99	10.26 10.88 11.26 11.95 12.12 12.81 13.11	At RTE 145 At 4th St At 2nd St At Ave 15 1/2 Cleveland OC At Ave 16 N of Madera
34 MADERA PM R14.5 - R19.9 KP 23.3 - 32 MI (0.48 KM) N OF AVE 17 to AVE 21 1/2	MADERA	99	16.52	At Ave 18 1/2
35 MADERA PM 19.9 - 22.7 KP 32 - 36.5 AVE 21 1/2 to JCT RTE 152 W	MADERA	99	22.64	At RTE 152
36 MADERA PM 22.7 - 29.4 KP 36.5 - 47.3 JCT RTE 152 W to MERCED CO LINE	MADERA	99	26.46	At RTE 233

Ramp Metering Locations

***Existing and Proposed
Status November 2003***

Existing

Segment	County	Route	PM	Direction	Location
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180 S to OLIVE AVE OC	FRESNO	99	22.57	SB	Belmont Ave

Ramp Metering Locations

***Existing and Proposed
Status November 2003***

Proposed

Segment	County	Route	PM	Direction	Location
3 KERN PM 17.0 - 19.5 KP 27.4 - 31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LN OC	KERN	99	19.535	NB	Panama Ln EB
4 KERN PM 19.5 - 22.0 KP 31.4 - 35.4 PANAMA LN OC to WIBLE RD	KERN	99	19.66 21.01 21.06 21.10 21.16	NB SB NB SB NB	Panama Lane WB White Ln EB White Ln EB White Ln WB White Ln WB
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	22.38 22.75 23.56 23.69	SB NB SB NB	Ming Ave Ming Ave RTE 58 RTE 58
6 KERN PM 24.6 - 25.7 KP 39.6 - 41.4 CALIFORNIA AVE UC to W JCT RTE 99/58 SEP RTE 178	KERN	99	24.65 24.65 24.65 24.70 25.30 25.49 25.54	NB SB SB NB SB SB SB	California Ave EB California Ave EB California Ave WB California Ave WB Rosedale (58/178) EB Rosedale (58/178) WB Airport Dr/SR 204
7 KERN PM 25.7 - 27.0 KP 41.4 - 43.5 W JCT RTE 99/58 SEP RTE 178 to RTE 204/99 SEP	KERN	99	26.50 26.60 27.25	NB NB NB	Buck Owns Dr EB Buck Owns Dr WB RTE 204/Airport Dr
8 KERN PM 27.0 - R29.9 KP 43.5 - 48.1 RTE 204/99 SEP to RTE 65/99 SEP	KERN	99	27.77 27.93	SB SB	Olive Dr EB Olive Dr WB

Ramp Metering Locations

Proposed (continued)

Segment	County	Route	PM	Direction	Location
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC to S JCT RTE 99/41 SEP	FRESNO	99	16.04 16.70 17.44 18.41 18.49	NB SB NB SB NB	Central Ave Cedar Ave North Ave WB Jensen Ave EB Jensen Ave EB
26 FRESNO PM 18.5 - 19.3 KP 29.8 - 31.1 S JCT RTE 99/41 SEP to N JCT RTE 41/99 SEP	FRESNO	99	18.64 18.72	SB NB	Jensen Ave WB Jensen Ave WB
27 FRESNO PM 19.3 - 22.1 KP 31.1 - 35.6 N JCT RTE 41/99 SEP to JCT RTE 180	FRESNO	99	19.50 20.06 20.36 20.60 20.91 21.18 21.50 21.70	NB SB NB SB NB NB SB NB	RTE 41 NB Ventura St Golden State / Ventura St Fresno St Fresno St Stanislaus St RTE 180 WB RTE 180 WB
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180 S to OLIVE AVE OC	FRESNO	99	22.85 23.17 23.40	NB SB NB	Belmont Ave Olive Ave Olive Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.72 24.10 24.65 25.00 26.01 26.42 26.43 27.91	SB SB NB SB SB SB NB Sb	McKinley Ave Clinton Ave Clinton Ave Shields Ave Motel Dr (Old RTE 99) Ashlan Ave Ashlan Ave Shaw Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	27.91 28.33 30.25	SB NB SB	Shaw Ave Shaw Ave Herndon Ave/Grantland Ave

Closed Circuit Television Locations

***Existing and Proposed
Status November 2003***

Existing

Segment	County	Route	PM	Location
4 KERN PM 19.5 - 22.0 KP 31.4 - 35.4 PANAMA LN OC to WIBLE RD	KERN	99	21.08	White Ln OC
7 KERN PM 25.7 - 27.0 KP 41.4 - 43.5 W JCT RTE 99/58 SEP RTE 178 to RTE 204/99 SEP	KERN	99	26.78	Airport Dr / RTE 99
13 KERN PM 49.4 - 57.6 KP 79.5 - 92.7 MI (0.16 KM) N OF SHERWOOD AVE to TULARE CO LINE	KERN	99	56.10	11th Ave
15 TULARE PM 25.0 - 33.3 KP 40.2 - 53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	TULARE	99	29.57	RTE 137/99
17 TULARE PM 37.0 - 41.2 KP 59.5 - 66.3 0.6 MI (0.58 KM) N OF AVE 280 to N GOSHEN OH	TULARE	99	138.75	Between RTE 99/198
26 FRESNO PM 18.5 - 19.3 KP 29.8 - 31.1 S JCT RTE 99/41 SEP to N JCT RTE 41/99 SEP	FRESNO	99	19.85	California Ave
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180S To OLIVE AVE OC	FRESNO	99	22.74	Belmont Ave OC
33 MADERA PM 10.3 - R14.5 KP 16.6 - 23.3 RTE 145/99 SEP to 0.3 MI (0.48 KM) N OF AVE 17	MADERA	99	12.13	Cleveland Ave OC
36 MADERA PM 22.7 - 29.4 KP 36.5 - 47.3 JCT SR 152 W to MERCED CO LINE	MADERA	99	23.10	Califa OH

Closed Circuit Television Locations

Proposed

Segment	County	Route	PM	Location
1 KERN PM 10.7 - 10.8 KP 0.0 - 17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	KERN	99	2.36	RTE 166
2 KERN PM 10.8 - 17.0 KP 17.4 - 27.4 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	KERN	99	13.24	RTE 223
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	22.60 23.51	Ming Ave OC RTE 58 / 99 (RTE 58 EB)
6 KERN PM 24.6 - 25.7 KP 39.6 - 41.4 CALIFORNIA AVE UC to W JCT RTE 99/58 SEP RTE 178	KERN	99	25.68	(RTE 58 WB) Rosedale Hwy
11 KERN PM 32.1 - 44.3 KP 51.7 - 71.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	KERN	99	44.13	RTE 46
14 TULARE PM 0.0 - 25.0 KP 0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	TULARE	99	18.16	RTE 190
17 TULARE PM 37.0 - 41.2 KP 59.5 - 66.3 0.6 MI (0.58 KM) N OF AVE 280 to N GOSHEN OH	TULARE	99	38.96	RTE 99 / 198 W
19 TULARE PM 48.1 - R53.9 KP 77.4 - R86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO CO LINE	TULARE	99	51.80	Dodge Rd
20 FRESNO PM R0.0-6.4 KP 0.0-10.3 FRESNO CO LINE to RTE 99/43 SEP	FRESNO	99	0.96	RTE 201

Closed Circuit Television Locations

Proposed (continued)

Segment	County	Route	PM	Location
21 FRESNO PM 6.4 - 7.8 KP 10.3 - 12.6 RTE 99/43 SEP to 1.3 Mi (2.09 KM) N OF FLORAL AVE UC	FRESNO	99	6.45	Floral Ave
22 FRESNO PM 7.8 - 9.2 KP 12.6 - 14.8 1.3 MI (2.09 KM) N OF FLORAL AVE UC to MANNING AVE OC	FRESNO	99	9.14	Manning Ave
23 FRESNO PM 9.2 - 12.4 KP 14.8 - 20 MANNING AVE OC to CLOVIS AVE UC	FRESNO	99	11.84	Adams Ave
24 FRESNO PM 12.4 - 14.5 KP 20 - 23.3 CLOVIS AVE UC to AMERICAN AVE OC	FRESNO	99	12.69	Clovis Ave
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC to S JCT RTE 99/41 SEP	FRESNO	99	15.46 18.50	Chestnut Ave Jensen Ave UC
27 FRESNO PM 19.3 - 22.1 KP 31.1 - 35.6 N JCT RTE 41/99 SEP to JCT RTE 180 S	FRESNO	99	20.70 20.95	Fresno St OC Just N of Stanislaus Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.37 24.39 26.56	Olive Ave Clinton Ave Ashlan Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	28.06 30.96	Shaw Ave Herndon Ave
31 MADERA PM 0.0 - 9.0 KP 0.0 - 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	MADERA	99	1.07 2.18 R7.46	Ave 7 Ave 8 Ave 12

Closed Circuit Television Locations

Proposed (continued)

Segment	County	Route	PM	Location
32 MADERA PM 9.0 - 10.3 KP 14.5 - 16.6 0.3 MI (0.48 KM) N OF AVE 13 to RTE 145/99 SEP	MADERA	99	9.75	Gateway Dr
33 MADERA PM 10.3 - R14.5 KP 16.6 - 23.3 RTE 145/99 SEP to 0.3 MI (0.48 KM) N OF AVE 17	MADERA	99	10.84	Yosemite Ave
34 MADERA PM R14.5 - R19.9 KP 23.3 - 32 0.1 MI (0.48 KM) N OF AVE 17 to AVE 21 1/2	MADERA	99	16.38	Ave 18 1/2

Changeable Message Sign Locations

Existing and Proposed

Status November 2003

Existing

Segment #	County	Route	P.M.	Direction	Location
2 KERN PM 10.8 - 17.0 KP 17.4 - 27.4 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	KERN	99	15.95	NB	S of RTE 119
3 KERN PM 17.0 - 19.5 KP 27.4 - 31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LN OC	KERN	99	18.50	SB	N of RTE119
4 KERN PM 19.5 - 22.0 KP 31.4 - 35.4 PANAMA LN OC to WIBLE RD	KERN	99	20.10	NB	S of RTE 58
8 KERN PM 27.0 - R29.9 KP 43.5 - 48.1 RTE 204/99 SEP to RTE 65/99 SEP	KERN	99	29.19 29.50	NB SB	S of RTE 65 N of RTE 65 – PORTABLE IN PLACE
11 KERN PM 32.1 - 44.3 KP 51.7 - 71.3 0.30 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	KERN	99	42.60	NB	S of RTE 46
12 KERN PM 44.3 - 49.4 KP 71.3 - 79.5 RTE 46/99 SEP to 0.1 Mi (0.16 KM) N OF SHERWOOD AVE	KERN	99	45.83	SB	N of RTE 46
14 TULARE PM 0.0 - 25.0 KP 0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	TULARE	99	5.51 9.20	NB SB	S of Ave 48 At Ave 72
16 TULARE PM 33.3 - 37.0 KP 53.1 - 59.5 MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6MI (0.58 KM) N OF AVE 280	TULARE	99	36.50	NB	At Ave 280
18 TULARE PM 41.2 - 48.1 KP 66.3 - 77.4 N GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	TULARE	99	42.27	SB	N of RTE 198

Changeable Message Sign Locations

Existing (Continued)

Segment #	County	Route	PM	Direction	Location
19 TULARE PM 48.1 - R53.9 KP 77.4 - R86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO CO LINE	TULARE	99	52.25	NB	At Ave 384
23 FRESNO PM 9.2 - 12.4 KP 14.8 - 20 MANNING AVE OC to CLOVIS AVE UC	FRESNO	99	10.49 11.81	SB NB	At South Ave At Adams Ave
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC to S. JCT RTE 99/41 SEP	FRESNO	99	16.91 16.93	SB NB	S of Cedar Ave N of Cedar Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.88	SB	At McKinley Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	28.81	NB	At Barstow Ave
31 MADERA PM 0.0 - 9.0 KP 0.0 - 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	MADERA	99	0.50 2.21 2.24	SB NB SB	At San Joaquin River Br S of Ave 8 N of Ave 8
34 MADERA PM R14.5 - R19.9 KP R23.3 - R32.0 MI (0.48 KM) N OF AVE 17 To AVE 21 1/2	MADERA	99	15.61	SB	N of Ave17
35 MADERA PM R19.9 - 22.7 KP 32.0 - 36.5 AVE 21 1/2 to JCT RTE 152 W	MADERA	99	21.15	NB	S of RTE 152

Changeable Message Sign Locations

Proposed

Segment	County	Route	PM	Direction	Location
2 KERN PM 10.8 - 17.0 KP 17.4 - 27.4 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	KERN	99	11.50	NB	S of RTE 223
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	24.45	SB	N of RTE 58
13 KERN PM 49.4 - 57.6 KP 79.5 - 92.7 0.09 MI (0.16 KM) N of SHERWOOD AVE to TULARE CO LINE	KERN	99	54.00	SB	S of Woolomes (Delano)
14 TULARE PM 0.0 - 25.0 KP 0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	TULARE	99	18.00 20.26 21.00	SB NB SB	S of RTE 190 N of AVE 152 At Tulare River Bridge
15 TULARE PM 25.0 - 33.3 KP 40.2 - 53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	TULARE	99	29.00 32.44	NB SB	S of Paige Ave N of RTE 137
16 TULARE PM 33.3 - 37.0 KP 53.1 - 59.5 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6 MI (0.58 KM) N OF AVE 280	TULARE	99	37.00	SB	S of RTE 198
18 TULARE PM 41.2 - 48.1 KP 66.3 - 77.4 N GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	TULARE	99	46.92	NB	S of Traver
20 FRESNO PM R0.0 - 6.4 KP R0.0 - 10.3 FRESNO CO LINE to RTE 99/43 SEP	FRESNO	99	2.74 3.04	SB NB	N of Mountain View N of Bethel Ave
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC To SOUTH JCT RTE 99.41 SEP	FRESNO	99	17.80	NB	SO of RTE 180

Changeable Message Sign Locations

Proposed (Continued)

Segment	County	Route	PM	Direction	Location
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.45	NB	N of Olive Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	28.76	SB	At Barstow Ave
31 MADERA PM 0.0 - 9.0 KP 0.0 - 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	MADERA	99	6.94	NB	S of Ave 12

For additional information contact Caltrans District 6 TMC:

Sergio Venegas (559) 445-6848 or Tyler Laing (559) 445-6589

SR 99 Transit Services

Kern, Fresno, Tulare, and Madera Counties

August 2003

Segment PM/KP From/To	Transit Services
1 - 4 KERN PM 1 0.7 - 22.0 KP 0 - 35.4 RTE 5/99 SEP to Wible Road	Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, Airport Bus of Bakersfield (with service to LAX), and the Amtrak Connection (Amtrak's continuing bus to So. Calif. locations). Golden Empire Transit (GET) operates Fixed Routes within Bakersfield. Kern Regional Transit operates throughout rural Kern County and along the SR 99 corridor from Bakersfield southward to Frazier Park with both Fixed Route and Dial-a-Ride services.
5 - 13 KERN PM 22.0 - 57.6 KP 35.4 - 92.7 Wible Road to Tulare County Line	Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, and Airport Bus of Bakersfield (with service to LAX), and Amtrak Connection (Amtrak's continuing bus to So. Calif. locations). Golden Empire Transit (GET) operates Fixed Routes within Bakersfield. Kern Regional Transit operates Fixed Route and Dial-a-Ride service throughout rural Kern County and along the SR 99 corridor to McFarland and Delano.
14 - 15 TULARE PM 0.0 - 33.3 KP 0 - 53.6 Tulare County Line to 0.1 MI (0.16 KM) N OF RTE 99 Business OC	The City of Tulare operates both Dial-a-Ride and Fixed Route services to serve the Tulare urban areas. The Tulare County Transit (TCT) operates both Fixed Route and Dial-a-Ride services throughout the county and along the SR 99 corridor to Earlimart, Pixley, Tipton and to Delano (in Kern County). Greyhound and The Orange Belt Stages serve the SR-99 corridor with terminals in Tulare. Amtrak is accessible in either Hanford or Corcoran (both in neighboring Kings County)
16 TULARE PM 33.3 - 37.0 KP 53.1 - 59.5 0.1MI (0.16 KM) N OF RTE 99 Business OC to 0.6 MI (0.58 KM) N of Ave 280	The only common transit carriers serving this portion of SR 99 is the Greyhound Bus Lines.
17 TULARE PM 37.0 - 41.2 KP 59.5 - 66.3 0.6 MI (0.58 KM) N of Ave 280 to North Goshen OH	Visalia City Coach operates both Fixed Route and Dial-a-Ride services within the metropolitan area of Visalia. The Orange Belt Stages and Greyhound Bus Lines operate from a depot located in Goshen at Ave. 304 and SR 99 and serves the SR 99, SR 198, SR 63, and SR 65 corridors. Amtrak is accessible in Hanford - 12 miles west on SR 198 in neighboring Kings County.
18 - 19 TULARE PM 41.2 - R53.9 KP 66.3 - 86.7 North Goshen OH To Fresno County Line	The Greyhound Bus Line is the only common transit carrier servicing this portion of SR 99.
20 - 21 FRESNO PM R0.0 - 7.8 KP 0 - 12.6 Fresno County Line E to 1.3 Mi (2.09 KM) N of Floral Ave UC	Common transit carriers within these segments include Greyhound Bus Lines and Orange Belt Stages serving the SR 99 corridor. Additionally the Fresno County Rural Transit Agency's (FCRTA's) Southeast Transit also operates both Fixed Route and Dial-a-Ride service along SR 99 from Fresno to Kingsburg.
22 - 30 FRESNO PM 7.8 - 31.6 KP 12.6 - 50.9 American Ave OC to Madera County Line	Within the City of Fresno the Fresno Area Express (FAX) provides both Fixed and Dial-a-Ride services. Within the county's rural areas the Fresno County Rural Transit Agency (FCRTA) provides both Fixed and Dial-a-Ride services via its Coalinga Transit and Southeast Transit. Inter-regional transit is provided by Greyhound Bus Lines and the Orange Belt Stages. Amtrak is available at the Amtrak Station, located in downtown Fresno.
31 - 36 MADERA PM 0.0 - 29.4 KP 0 - 47.3 Madera County Line to Merced County Line	Within the City of Madera the city operates its Madera Area Express (MAE) as both a Fixed Route and Dial-a-Ride system. The Madera County Connection (MCC) operates a Fixed Route system from Bass Lake to Valley Children's Hospital along SR 41, SR 145, SR 99 and Avenue 12. The City of Chowchilla, via its Chowchilla Area Transit Express operates both a Fixed and Dial-a-Ride system within the City of Chowchilla. Within these segments only one common transit carriers serves the SR 99 corridor - the Greyhound Bus Lines.

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AADT: (Average Annual Daily Traffic) This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- ⌘ **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motorists minimized.
- ⌘ **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs.
- ⌘ **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green G93 (Bike Route), G93A (Begin) and G93B (End) "guide" signs.
- ⌘ **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign) A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- ⌘ **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- ⌘ **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- ⌘ **Freeway (F):** A divided highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- ⌘ **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- ⌘ **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- ⌘ **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

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CTC: (California Transportation Commission) The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission, also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C**.

Facility:

- € **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 20 year planning period given financial, environmental, planning and engineering factors.
- € **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance) Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System) A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems) ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan) The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service) A general term that describes the operating conditions a typical driver will experience on a typical day while driving on a particular facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio which is expressed by a series of letter grades from A, (low v/c ratio and delay, no impediments) through F (extremely high v/c ratio and delay, gridlock conditions).

MIS: (Major Investment Study) When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan

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Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (Mile Post Marker, Postmile) or KP (Kilo Post) An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements), that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process which sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

€ **FTIP:** (Federal Transportation Improvement Program) To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

€ **ITIP:** (Interregional Transportation Improvement Program) The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

€ **PSR:** (Project Study Report) A pre-programming document required for project inclusion in the STIP.

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- € **PSSR:** (Project Scope Summary Report) An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.
 - € **RTIP:** (Regional Transportation Improvement Program) After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.
 - € **SHOPP:** (State Highway Operation Protection Program) The SHOPP is a four year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects which increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.
 - € **STIP:** (State Transportation Improvement Program) Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.
- ROW:** (Right-of-Way) Denotes the *total*/width allocated for a highway, including shoulders and adjacent land.
- RCR:** See TCR
- Route Designations:** Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include; Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).
- € **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.
 - € **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically

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important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- € **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

- € **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

- € **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- € **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.

- € **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- € **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- € **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment

- € **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow

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STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

€ **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

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STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- € **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road.
- € **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- € **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- € **Underpass:** A configuration where the State highway crosses below the grade of a railroad line.

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated \$4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.